The China Mail.

Established February, 1845.

Vol. XLVI. No. 8664. 英一千八百九十年十月廿三號 HONGKONG, THURSDAY, OCTOBER 23, 1890. 日十初月九年寅庚 Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E. C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C. Robert Watson, 159, *Fleet Street*.

PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. Stewart Happer, The Chinese Evangelist Office, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinzen & Co., *Manila*.

CHINA:—*Macao*, A. A. da Cruz. *Amoy*, N. Moalle. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

FLOWER AND VEGETABLE SEEDS.

Season 1890-1891.

BY APPOINTMENT.

A. S. WATSON & Co., Ltd.

(Established A.D. 1841.)

WE have received our New Season's importations direct from the best Growers in England, France and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

Orders from one Person $5 to $10 allowed 25 per cent. discount.
Orders from one Person over $10 allowed an extra 5 per cent. discount.
Single Packets at List Prices.

WATSON'S PATENT DRYING BOTTLES.

By the use of these Bottles, SEEDS, and GOODS of all kinds, that are susceptible to the destroying influence of moisture can be kept in good condition everywhere.

A. S. WATSON & Co., Limited.
THE HONGKONG DISPENSARY.
Hongkong, September, 1890. 1655

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Authorised Capital .....£2,000,000.
Paid-up Capital .....£580,000.

London:
Head Office.....40, Threadneedle Street.
West End Office...25, Cockspur Street.

Branches In India, China, Japan and the Colonies.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

Interest Allowed on Deposits:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
On Current Deposit Accounts 2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.
Hongkong, September 4, 1890. 1362

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,.....$8,168,062.50
Reserve Fund,.....$5,482,127.20
Reserve Liability of Proprietors,..... $8,168,062.50

Court of Directors.

Chairman—H. L. Dalrymple, Esq.
Deputy Chairman—J. S. Moses, Esq.
T. E. Davies, Esq. — S. C. Michaelsen, Esq.
W. H. Forbes, Esq. — L. Poesnecker, Esq.
H. Hoppius, Esq. — D. R. Sassoon, Esq.
Hon. J. J. Keswick.
Alex. McConachie, Esq.

Chief Manager.
Hongkong,.....T. Jackson, Esq.

Managers.
Shanghai,.....John Walter, Esq.

London Bankers.—*London and County Bank*.

HONGKONG.

Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON,
Chief Manager.
Hongkong, September 11, 1890. 562

Bank.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
Hongkong & Shanghai Banking Corporation,
THOMAS JACKSON,
Chief Manager.
Hongkong, May 13, 1890. 754

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE First COMPETITION for the Subscription CHALLENGE CUPS and RANGE SPOONS will take place on SATURDAY NEXT, the 25th Inst., commencing at 4 o'Clock p.m. Ranges—200 and 300 Yards, 7 Shots at each range. Intending Subscribers to the Cups are requested to forward their Subscriptions ($1 each Cup) as soon as possible to the Undersigned. Entries for this Competition to be made before 4 p.m. on Friday, the 24th Inst. Entrance Fee, 30 Cents.

FRANK COLLINS,
for *Hon. Sec.*
Hongkong, October 20, 1890. 1809

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Interim DIVIDEND at the Rate of Eight Shillings (8/-) per Shares, will be PAID on the 25th Instant, upon the Company's £13 paid-up Shares.

The Transfer BOOKS will be CLOSED from 17th to 25th Instant (inclusive).

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, October 14, 1890. 1784

HONGKONG JOCKEY CLUB.

THE Annual General MEETING will take place at the City Hall on MONDAY, 27th Instant, at 4 p.m.

E. H. GORE-BOOTH,
Clerk of the Course.
Hongkong, October 13, 1890. 1778

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1889.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ld.
Hongkong, October 15, 1890. 1793

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL,.....$5,000,000
PAID-UP CAPITAL,..... 2,500,000
RESERVE FUND,..... 1,250,000

Board of Directors:

Hon. J. J. KESWICK, Chairman. } *Managing Directors*.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY Advanced on MORTGAGE, on LAND or BUILDINGS; PROPERTIES Purchased and Sold.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. 844

Intimations.

CATHAY CHAPTER, No. 1165.

A Regular CONVOCATION of the above CHAPTER will be held in the Freemasons' Hall, Zetland Street, on FRIDAY, the 24th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, October 21, 1890. 1822

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifth Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Chamber of Commerce Room, City Hall, on MONDAY, the 27th Instant, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Account to 31st March, 1890, and for the election of Directors and Auditors.

A. O'D. GOURDIN,
Secretary.
Hongkong, October 20, 1890. 1794

THE IMURIS MINES LIMITED.

NOTICE.

SHAREHOLDERS are hereby informed that the CERTIFICATES, for Endorsement, should accompany the Bank Draft sent in Payment of the FINAL CALL of 5/- per Share due on the 1st November, 1890.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 14, 1890. 1785

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SECOND CALL.

SHAREHOLDERS are hereby notified that a SECOND CALL of ($2) Two Dollars per Share, is PAYABLE at the Hongkong & Shanghai Banking Corporation, Hongkong, on or before the 1st November, 1890.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, September 30, 1890. 1711

THE IMURIS MINES, LIMITED.

THE FINAL CALL of Five Shillings per Share will be due on the First of November, 1890, and Shareholders are requested to Pay the same to the Undersigned by Bank Demand Draft on London in favor of ourselves, on or before that date.

All Calls UNPAID on the 1st November, will be liable to INTEREST at the Rate of Eight Per Cent. per Annum.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, September 27, 1890. 1689

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $2 per Share has This Day been declared, being further Interest on Capital to 31st December, 1890, at the Rate of 4 Per Cent. per Annum (making the total Interest on Capital for 1889, 14 %).

Warrants may be had on application at the above Office on and after WEDNESDAY, the 15th Instant.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, October 14, 1890. 1786

ROUYER, GUILLET & Cie., COGNAC, France.

For Ten Years
THE LARGEST SHIPPERS
of
BULK
BRANDY.

ALL COMMUNICATIONS DIRECT AS TO
LONDON BRANCH,
ROUYER, GUILLET & Co.,
59, Mark Lane, London, E.C.
14th August, 1890. 1443

Notices to Consignees.

STEAMSHIP *OXUS*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Douro* and *Ebre*, and from Havre ex Steamship *Douro*, and from Bordeaux ex Steamship *Nantes Bordeaux*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-morrow (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 29th October, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 31st October (Friday), or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.
Hongkong, October 22, 1890. 1830

Business Notices.

LANE, CRAWFORD & Co.

AUTUMN & WINTER HOSIERY,
AND
Gentlemen's Outfitting Goods.

WOOL, CASHMERE and MERINO PANTS and UNDERSHIRTS.
Wool, Cashmere and Merino HALF-HOSE.
Rowing and Football JERSEYS and SWEATERS.

Oxford TWILL, French PRINT and Calcutta SHIRTINGS.
Cardigan JACKETS and Fancy Knitted VESTS.
Tennis JERSEYS and SHIRTS.

Dressing GOWNS, Travelling RUGS, Shawl WRAPS.
COLLARS, TIES, SCARVES, HANDKERCHIEFS, BELTS.
Dress SHIRTS, TIES and SOCKS.

TENNIS BATS, BALLS, NETS, SHOES, &c.

LANE, CRAWFORD & Co.
Hongkong, October 9, 1890. 1754

MARINE HOTEL,
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH AND AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands *only* will be supplied.

JAS. EDWARDS, *Proprietor*. 1437

NEW HATS.

CHRISTY'S and HEATH'S BLACK, BROWN and GREY FELT HATS.
DOUBLE and SINGLE TERAI and other SOFT FELTS.
BEST ENGLISH-MADE STRAW HATS.
LADIES' FELT HELMETS, and CALCUTTA PITH HATS,
TWEED CAPS.

ROBERT LANG & Co.
Hongkong, July 28, 1890. 1324

W. POWELL & Co.

NOW LANDING, ex S.S. *GLENEARN*,
OUR FIRST DELIVERIES OF
Ladies', Gentlemen's and Children's
KID AND SUEDE GLOVES.

W. POWELL & Co.
Victoria Exchange, October 18, 1890. 1804

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c, has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. BORADJEE & HING KEE,
Proprietors.
Hongkong, September 16, 1885. 1612

To Let.

TO LET.

(With Immediate Possession.)

GROUND FLOOR, No. 2, Blue Buildings.
1st FLOOR, No. 3, Blue Buildings.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, July 1, 1890. 1183

TO LET.

Possession from 1st November, 1890.

FIRST FLOOR No. 1—Blue Buildings.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, September 29, 1890. 1695

TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchai Road.
A BUNGLOW and HOUSE on the Upper Richmond Road.
No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.
Apply to
HENRY HUMPHREYS.

TO BE LET OR SOLD,
On favourable terms, with Immediate Possession.

EIGHT HOUSES at 'Mountain View,' Peak District, near Plunkett's Gap.
If sold, part of the Purchase money can remain on Mortgage.
Apply to
JOHN A. JUPP.
36, Queen's Road Central,
Hongkong, October 4, 1890. 1591

TO LET.

HOUSES at the Peak and at 'Belilios Terrace,'
ROOMS in No. 16, 'Bank Buildings,' Queen's Road.
ROOMS in 'Beaconsfield Arcade.'
GODOWNS in Duddell Street.
BUNGALOW, 'Delmar,' Yow-ma-ti.
Apply to
BELILIOS & Co.
Hongkong, October 21, 1890. 1693

To Let.

TO LET.

1ST FLOOR of HOUSE, No. 15, Praya Central.
2ND FLOOR of HOUSE, No. 64, Queen's Road Central.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, March 21, 1890. 529

HONGKONG ICE COMPANY, Ltd.

TO LET.

THAT Suite of OFFICES on the First Floor of the Company's Premises in Ice House Lane, at present occupied by Messrs. Holliday, Wise & Co., with *entrance from Queen's Road*. Possession from 1st March next.

Also,

ONE GODOWN on the Ground Floor which can be let in connection with the above Office, or separat ly as desired.

For Full Particulars, apply to the MANAGER at the Depôt, or to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, January 27, 1890. 167

TO LET.

NOS. 7, 9 & 11, Seymour Terrace.
No. 4, Old Bailey Street.
OFFICES and CHAMBERS in Connaught House, Queen's Road Central.
OFFICES in Victoria Buildings.
'TUSCULUM,' Magazine Gap.
No. 3, Gough Hill, The Peak—Furnished.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, October 10, 1890. 93

THE HOTEL MARINA.

THIS Strictly FIRST-CLASS HOTEL, now moored in the Harbor of Victoria, offers Guests exceptional advantages for Healthfulness and Refreshing Breezes; the avoidance of street noises and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bath-room and Verandah to each.

The Table D'Hote is unexcelled.

The Hotel Launch runs regularly to and from Pedder's Wharf and the Hotel, *Free of Charge*—for Time Table see Bills.

Hongkong, July 22, 1890. 1507

For Sale.

FOR SALE

AT THE PEAK.

'THE FALLS' on R. B. L. No. 28.—A Well-built Six-roomed HOUSE, at present let on Lease for one year.

For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, November 12, 1889. 2153

FOR SALE.

THE SHIPMASTERS' HANDY BOOK, By G. C. Anderson.
At Messrs. Falconer & Co.'s, Messrs. Lane, Crawford & Co.'s, and Mr. Walter Brewer's.
Hongkong, October 21, 1890. 1824

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Namoa*,
Captain Pocock, will be despatched for the above Ports on FRIDAY, the 24th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, October 21, 1890. 1821

STEAM TO STRAITS & BOMBAY.

(*Calling at* COLOMBO *if sufficient inducement offers.*)

The P. & O. S. N. Co.'s Steamship *Thibet*,
Capt. W. LaBrown, will leave for the above places on FRIDAY, the 24th Instant, at Noon.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 15, 1890. 1791

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo and Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Menelaus*,
Capt. Gregory, will be despatched as above on FRIDAY, the 24th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 18, 1890. 1802

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Mogul*,
Capt. Johnson, will be despatched as above on the 24th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 20, 1890. 1815

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Diamante*,
Capt. G. Tayler, will be despatched for the above Port on SATURDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, October 22, 1890. 1828

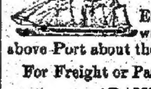
SHIRE LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Monmouthshire*,
Captain Cuming, will be despatched as above on the 25th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 20, 1890. 1816

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship *Thorndale*,
Etherington, Com'der, will be despatched for the above Port about the 26th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 15, 1890. 1795

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Clyde*,
Captain J. L. Parfitt, R.N.R., will leave for the above place about 24 hours after her arrival here with the outward English Mails.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 20, 1890. 1812

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona*,
Captain F. H. Seymour, will leave for the above places on FRIDAY, the 31st Instant, at Daylight.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 20, 1890. 1813

Shipping.

Steamers.

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Polyhymnia*,
Capt. J. Behrens, will be despatched for the above Ports on MONDAY, the 27th Instant, at Noon.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, October 18, 1890. 1807

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Arratoon Apcar*,
Capt. J. G. Spence, will be despatched for the above Ports on TUESDAY, the 28th Inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 22, 1890. 1827

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

The Steamship *Oopack*,
C. H. Kemp, Commander, will be despatched as above on or about the 28th Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, October 16, 1890. 1798

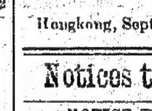
Sailing Vessels.

FOR NEW YORK.

The 3/3 *L.I.I.* American Ship *George Skolfield*,
Dunning, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, August 27, 1890. 1551

FOR SAN FRANCISCO.



The A.1. British Ship *Thermopylæ*,
Jenkyns, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 13, 1890. 1612

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 28th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all Claims must be made before the departure of the Steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, October 22, 1890. 1826

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenearn* having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Holland* and *Chicago* from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 25th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 31st Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 18, 1890. 1801

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM AND SINGAPORE.

THE Steamship *Yorkshire*, Capt. Arnold, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th Instant, or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, October 20, 1890. 1808

Intimations.

NOTIFICATION—No. 000.

BRITISH NORTH BORNEO AND LABUAN.

REVENUE FARMS FOR 1891.

THE GOVERNMENT are prepared to Receive TENDERS for the following FARMS for 1891:—

1. *The Opium Farm.*—Including the sole right to import raw or manufactured Opium for consumption in the Colony of Labuan and its Dependencies, and in the State or District of British North Borneo to which the Farm applies, and to prepare and sell and or to license others to prepare and sell Opium, Chandoo and Opium Dross.

The Regulations governing the Farm are contained in Labuan Ordinance No. II, of 1873, adopted in British North Borneo, and in Notification No. 111 of 1880.

The Maximum retail prices allowed by the Regulations are as follows:—

Taels.	Chees.	Hoons.	$ c.	
6	8	0	10.00	Not more than 6 Chees can be prepared from one Hall raw Opium.
3	2½	0	5.00	
0	6	2	1.00	
0	2	0	0.50	
0	1	0	0.19	
0	0	1	0.02	
1 Ball		...	40 00	

2. *The Spirit Farm.*—Including the sole right to import and to sell and or to license others to import and sell Chinese Wines and Spirituous Liquors of Chinese manufacture and the sole right to sell and to issue retail and wholesale licenses to sell all other Wines, Beer and Spirituous Liquors.

The Farm is governed by Proclamations No. VIII, of 1889, and III, of 1888.

3. *The Pawnbroking Farm.*—Including the sole right to keep and or to license others to keep Pawnbroking Establishments.

The Farm is governed by Labuan Ordinance No. III of 1868 as amended by Ordinance No. I, of 1872, and Notification No. 131, of 1889.

4. *The Gambling Restriction Farm.*—Including the sole right to keep and or to license others to keep Gambling houses, and to issue permits to Gamble.

The Farm is governed by Proclamations No. II of 1883 and VII of 1889 and Notification No. 108 of 1889. It does not extend to Labuan.

5. *The Customs Farm.*—Including the sole right to collect all Import and Export Duties, payable to Government, viz:—On the East Coast—Export Duties on Rattan, Gutta, Wax, Birds-nest, Timber, and all jungle and sea produce. Import Duties on Tobacco, Spirits, Salt and Matches On the West Coast—Export Duties on all jungle and sea produce, the same as for East Coast District. Import Duties on Salt, Spirits, Tobacco, Matches, Iron, Brass and Cloth.

6. *The Blachan Farm.*—Including the sole right to catch shrimps and to manufacture Blachan and or to license others to catch shrimps and to manufacture Blachan.

7. *The Birds nest Farm, Darvel Bay.*—Including the sole right to collect the Government Share of 10 % on all nests from Madai and Segalong Caves.

A separate Tender must be submitted for each of the above Farms.

Each tender may be for one or more of the following Districts or places, and if the Farm of more than one of the Districts or places mentioned is applied for, a separate Tender should be submitted for each District or place, viz:—

1. The whole State of British North Borneo, extending from Sipitong River in Padas Bay on the West Coast to Sibucco Bay on the East Coast, and also the Colony of Labuan and its Dependencies, as regards the Opium Farm only.
2. The East Coast District from Tanjong Inarutang to Sibucco Bay, including Darvel, Labuk, Sugut, and Sandakan Bays, Kinabatangan, Segama and all rivers within the District.
3. The Simporna District from Simporna to Batu Tenagat.
4. The West Coast District: from Tanjong Inarutang on the North to Sipitong on the south, including Banguey and Balambangan Islands and also the Colony of Labuan as regards Opium only.
5. *Kudat District.*—From Tanjong Inarutang to Sampangmangio Point including all Rivers in Marudu Bay and the Islands of Banguey and Balambangan.
6. *Gaya District.*—From Sampangmangio Point to Bangawan River, including Tampassuk, Abai, Amtong, Sulaman, Tuaran, Gaya Bay, Putatan, Papar, Kimanis and all Rivers south to and including Bangawan.
7. *Padas District.*—From Kwala Penyu to Sipitong, including Klias, Padas-Damit, and Padas Besar and all Rivers south to and including Sipitong; also including the Colony of Labuan as regards Opium only.
8. *The Colony of Labuan and its Dependencies.*—For the Opium Farm only.

Each Tender should state the monthly payments for the year 1891.

Tenders for the Opium Farm for the whole State, and the Colony of Labuan or for the East Coast District, and for the Spirit, Pawnbroking, Gambling Restriction and Customs Farms, East Coast or Sandakan, will be received by the GOVERNMENT SECRETARY, Sandakan, on or before 30TH NOVEMBER. All Tenders should be under Seal and marked 'Confidential Tender for Revenue Farm.'

Tenders for the Farms for separate Provinces, such as Kudat, Gaya, Padas, Darvel Bay or Labuan will be received by the OFFICER-IN-CHARGE of the Province or Colony on or before 15th of NOVEMBER.

The Government does not bind itself to accept the highest or any Tender.

Each Tender should specify in full the Names, Residences, and occupation of the Persons tendering, and should give similar information as to the proposed securities.

Persons who do not wish to Tender in their own Names may use a number of not less than 3 figures; but those doing so should send their true Names with the number used in a separate Envelope marked 'Private' to the Governor at Government House.

All Farms are subject to the Laws and Regulations now in force, or which may from time to time be enacted or issued by Government concerning the same.

Any further information on the subject may be obtained from the Treasurer-General, Sandakan, or from the Officer-in-Charge of the different Districts or Stations and from the Company's Agents in Singapore or Hongkong.

By His Excellency's Command,
L. P. BEAUFORT,
Government Secretary.

GOVERNMENT SECRETARY'S OFFICE,
Sandakan, 21st September, 1890. 1744

NOW READY.

PRICE, $1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Entertainments.

THEATRE ROYAL,
CITY HALL.

GRACIE PLAISTED'S 'MY SWEETHEART' COMPANY.

TO-NIGHT (THURSDAY), 23rd Oct., Bellini's Grand Opera,
'LA SONNAMBULA,'
With the kind assistance of
Mr. C. H. GRACE as COUNT RUDOLPH,
and a full Chorus of the
LEADING AMATEURS.

SATURDAY, 25th October,
'LA PERICOLE'

Box Plan at Messrs KELLY & WALSH'S.

CHAS. HARDING,
Manager.

Hongkong, October 23, 1890. 1830

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Deucalion,
Captain ASQUITH, will be despatched as above on SATURDAY, the 25th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 23, 1890. 1810

STEAM TO STRAITS AND BOMBAY.

(alling at COLOMBO *if sufficient inducement offers.)*

The P. & O. S. N. Co.'s Steamship
Venetia,
Capt. T. F. CHERRY, will leave for the above places on FRIDAY, the 31st Instant, at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 23, 1890. 1833

SHIRE LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

The Co.'s Steamship
Cardiganshire
Capt. DOWLING, will be despatched as above on or about the 6th November.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 23, 1890. 1834

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE.

Second Call of $15 per Share due July 17th, 1890.

NOTICE is hereby given that unless the above be PAID together with INTEREST at the Rate of 12 % per Annum from the said due date, to the HONGKONG & SHANGHAI BANKING CORPORATION; the said Shares will be dealt with in accordance with the Articles of Association of the Company.

By Order of the Board of Directors,
J. WHEELEY,
Secretary.

Hongkong, October 23, 1890. 1831

TO LET.

Immediate Possession.

OFFICES at No. 17, PRAYA CENTRAL (above Messrs. DOUGLAS LAPRAIK & Co.'s Premises).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, October 23, 1890 1678

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Oceana*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left our Godowns, and all Goods remaining undelivered after the 29th Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, October 23, 1890. 1832

DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS
AND
AERATED WATER MANUFACTURERS.

THE WATER used is absolutely pure.

THE FACTORY is fitted with the most improved machinery extant.

THE whole process of Manufacture is under the continuous supervision of a thoroughly efficient and qualified ENGLISH CHEMIST.

SODA WATER.
AERATED WATER.
LEMONADE.
GINGER ALE.
TONIC (Quinine).
SARSAPARILLA.
PHOSPHOZONE.
&c., &c.

TELEPHONE No. 60.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. 1790

Business Notices.

HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

JUST TO HAND.
A SPLENDID ASSORTMENT OF
LADIES'
FASHIONABLE SHOES.
FROM VIENNA.
FOR EVENING AND OUT-DOOR WEAR.

Also, NOVELTIES in Ladies' Department for Balls, Dinners, and Receptions.

HONGKONG TRADING COMPANY, LD.
37 & 39, QUEEN'S ROAD CENTRAL. 1799

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bremen & Ports of Call	Neckar (s)	Norddeutscher Lloyd.	Oct. 26, at 10 a.m.
Havre, L'don & H'burg	Cardiganshire (s)	Adamson, Bell & Co.	About November 6.
London, v. Suez Canal	Deucalion (s)	Butterfield & Swire	October 25.
London	Ocpack (s)	Arnhold, Karberg & Co.	About October 28.
London & Ports of Call	Rohilla (s)	P. & O. S. N. Co.	Oct. 30, at noon.
Manila, via Amoy	Diamante (s)	Russell & Co.	Oct. 25, at 4 p.m.
New York, v. Suez Canal	Thorndale (s)	Adamson, Bell & Co.	About October 26.
New York	George Skolfield	Russell & Co.	Quick despatch.
S. Francisco, v. Japan	City of Rio de Janeiro (s)	Pacific Mail S. S. Co.	Oct. 25, at 1 p.m.
S. Francisco, v. Japan	Gaelic (s)	O. & O. S. S. Co.	Nov. 1, at 1 p.m.
San Francisco	Thermopylæ	Russell & Co.	Quick despatch.
Shanghai	Clyde (s)	P. & O. S. N. Co.	Quick despatch.
Shanghai via Amoy	Menelaus (s)	Butterfield & Swire	October 24.
Shanghai, Kobé & Y'ma	Mogul (s)	Adamson, Bell & Co.	October 24.
Shanghai, Kobé & Y'ma	Monmouthshire (s)	Adamson, Bell & Co.	October 25.
S'pore, Penang & C'tta	Arntoon Apcar (s)	D. Sassoon, Sons & Co.	Oct. 28, at noon.
S'pore, Havre & H'bur.	Polyhymnia (s)	Siemssen & Co.	Oct. 27, at noon.
Straits and Bombay	Thibet (s)	P. & O. S. N. Co.	Oct. 24, at noon.
Straits and Bombay	Venetia (s)	P. & O. S. N. Co.	Oct. 31, at noon.
S'tow, Amoy & F'chow	Namoa (s)	Douglas Lapraik & Co.	Oct. 24, at daylight.
Vancouver B.C. & Y'hama, v. N'ki & Kobe	Sensux (s)	Canadian Pacific S. Co.	Oct. 31, at noon.
	Verona (s)	P. & O. S. N. Co.	Oct. 31, at daylight.

To-day's Advertisements.

A. S. WATSON & Co., LIMITED.

AN Interim DIVIDEND on account of 1890 at the Rate of SEVENTY CENTS per TEN DOLLAR SHARE (or 7 per cent. on the Capital of the Company) will be PAYABLE at the HONGKONG AND SHANGHAI BANK on and after the 5th Proximo, on Warrants to be obtained of the Undersigned.

The REGISTER of SHARES will be CLOSED from SATURDAY, the 1st Proximo, till SATURDAY, the 8th Proximo, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order,
T. H. TALBOT,
Secretary.

Hongkong, October 23, 1890. 1836

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ADMIRAL SPEIRS, American barque, Capt. A. D. Field.—Order.

NICOYA, British barque, Capt. P. Johnson.—Wieler & Co.

THERMOPYLÆ, British barque, Capt. Wm. Wilson.—Russell & Co.

SHIPPING.

ARRIVALS.

October 22, 1890.—

Oceana, German steamer, 1,628, G. Petersen, Hamburg September 6, and Singapore October 16, General.—SIEMSSEN & Co.

October 23:—

Deuteros, German steamer, 1,197, W. Dense, Saigon October 16, Rice.—EDUARD SCHELLHASS & Co.

Alwine, German steamer, 400, T. A. Bendixen, Pakhoi and Hoihow October 22, General.—WIELER & Co.

Kiel, German str., 851, M. W. Krützfeldt, Nagasaki October 18, Coal.—GEO. R. STEVENS & Co.

Polyhymnia, German steamer, 1,052, T. Behrens, Hiogo October 17, General.—SIEMSSEN & Co.

Rattler, British gunboat, 750, Captain J. G. Heugh, Nagasaki October 18.

Medina, British sloop 1,14[illegible], Capt. Hon. J. H. Martin, Nagasaki October 18.

Diamante, British steamer, 511, G. A. Tayler, Manila October 20, General.—RUSSELL & Co.

Mercury, British corvette, 3,730, Capt Balfour, Nagasaki October 19.

Inconstant, French gunboat, 800, Capt. de Jonquières, Toulon Aug. 29, and Touron October 20.

Glengarry, British steamer, 1,956, Webster, Wuhu October 19, Rice.—JARDINE, MATHESON & Co.

DEPARTURES.

October 23:—

Kaifong, for Whampoa.
Ravenaddy, for Europe.
Pei-ping, for Tientsin.
Kiel, for Manila.
Pemptos for Singapore and Sourabaya.
Oxus, for Shanghai.
Georgietta, for Whampoa.

CLEARED.

Alwine, for Hoihow and Pakhoi.
Namoa, for Coast.
China, for Saigon
Amoy, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Deuteros*, from Saigon, 145 Chinese.
Per *Oceana*, from Hamburg, Mr Buschhard, and 2 5 Chinese.
Per *Polyhymnia*, from Hiogo, Mrs Freib.
Per *Diamante* from Manila, Mr and Mrs Romero, 2 children and 3 servants, 1 European, and 96 Chinese.

DEPARTED.

Per *Iraouaddy*, from Hongkong; for Saigon Messrs Bavier Chouffour, Peter Thompson, Mrs Ahly, and Miss Annie; for Singapore, Mr Paul; for Marseilles, Prince Henri d'Orleans, Messrs Bonvalot, J. D. Lapraik, G. Rome, Ferreira da Silva, Raphael das Dores, Rachmed and de Dekker. From Shanghai: for Saigon, Messrs Le Gonsion, Jr., Rampin Marius, Poloccini Jérome, Lerone, Mériel Aron and Deverina; for Singapore, Messrs John Harris and D. Hart; for Alexandria, Mr S. D. Malakui; for Marseilles, H.E. Lemaire (French Minister in China), and Mrs Lemaire, Messrs L. Debille, C. Chova, F. Jamieson and A. Greenhough, and Sister Marie. From Yokohama: for Singapore, Mr H. J. Herron; for Marseilles, Mr and Mrs Krowcheraki, Lieut. Uchida Zentaro, Capt. J. C. Mayet, Messrs. Matsudaira, Matsumoto, Fujitaro and Bry.

Per *Venetia*, from Hongkong: for Shanghai, Mr and Mrs C. Rasmussen, Messrs J. McLellar, D. A. Levy and Fuchas; for Yokohama, Dr Lowson, Mr Wong, and Sister Macharie. For Shanghai: from Marseilles, Mr and Mrs Carlson, Mrs Petersen and 2 infants, Mr and Mrs Wilcockson and daughter, Mr and Mrs Nesbitt, Mr and Mrs Luribey, Sisters Angèle, Gabrielle, Marie, Elizabeth, Joséphine, Vincent, Revs. Dehus, Gothinger, Mgr. Meugniot, Père Barondé, Mrs Seisson and 2 infants, Messrs Avizado and Michel; from Colombo, Rev. Père Nge, and Mr Ah Yong; from Saigon, Messrs Kouryck, Bontier, Riou and Caroff. For Yokohama: from Marseilles, Mr Wagen; from Singapore, Mr Kraemer, and Miss Kishida Yasa; from Saigon, Mr Kawal.

TO DEPART.

Per *Namoa*, for Coast Ports, 3 Europeans and 179 Chinese.

SHIPPING REPORTS

The German steamer *Oceana* reports: Left Hamburg 6th September, arrived Port Said 19th, passed Suez 21st, arrived Penang October 10th, left same day, arrived Singapore 12th, and left on the 16th. Arrived in port last night. Over the Indian Ocean light S.W. monsoon; up the China Sea strong N.E. monsoon with high sea. Oct. 17th spoke British ship T.N.M.L., bound South, latitude 4° 40' N., longitude 106° E. [There is no British ship corresponding to T.N.M.L. Probably T.N.S.L. was the signal, which corresponds with the *N. B. Lewis.*]

The German steamer *Polyhymnia* reports: Had heavy gale from N. and N.N.E., and heavy sea, all way along.

The British sloop *Alacrine* reports: Had moderate N.E. monsoon to Breaker Point; thence to port, light Easterly wind, fine weather throughout. October 23rd, spoke H.M.S. *Mercury*, from Nagasaki, bound Honolulu, firing great guns at Beaufort Island.

The British steamer *Diamante* reports: Had strong N.E. monsoon with high sea.

The French gunboat *Inconstant* reports: Encountered a typhoon on the 13th instant, and put into Touron for coal.

The British steamer *Glengarry* reports: Had strong Northerly winds and cloudy, during first part of passage; latterly moderate Westerly wind and clear weather.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS & BOMBAY.—
Per *Thibet*, at 11.30 a.m., on Friday, the 24th inst.

For AMOY & MANILA.—
Per *Diamante*, at 3.30 p.m., on Saturday, the 25th inst.

For EUROPE, &c., &c.—(Supplementary)
Per *Neckar*, at 9 a.m., on Sunday, the 26th inst.

For SINGAPORE, &c.—
Per *Polyhymnia*, at 11.30 a.m., on Monday, the 27th inst.

For STRAITS & CALCUTTA.—
Per *Arratoon Apcar*, at 11.30 a.m., on Tuesday, the 28th inst.

For NAGASAKI, KOBE & YOKOHAMA
Per *Verona*, at 5 p.m., on Thursday, the 30th inst,

For STRAITS & BOMBAY.—
Per *Venetia*, at 11.30 a.m., on Friday, the 31st inst.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet *City of Rio de Janeiro* will be despatched on SATURDAY, the 25th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 P.M. Registry ceases.
0.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage*, until the time of departure.

Letters Parcels, &c., *for* Kowloon Point and steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m.

Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word *stamped* across them.

Covers containing Bank Notes, Jewellery &c. should be registered.

There will be no Sunday delivery.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Namoa* leaves for Coast Ports.
Noon.—*Thibet* leaves for Bombay, &c.
Mogul leaves for Shanghai, &c.
Menelaus leaves for Shanghai, &c.

Meetings.

8.30 p.m.—Meeting of British Mercantile Marine Officers' Association at the Marine Hotel, Praya West.
9 p.m.—Convocation of Cathay Chapter.

BY APPOINTMENT.

A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are used in the manufacture throughout.

LARGE BOMBAY 'SODAS.'

We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,
whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is,
'DISPENSARY, HONGKONG'
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that are dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such bottles are never used again by us.

A. S. WATSON & Co., LTD.
2291 *Hongkong, China, and Manila.*

The publication of this issue commenced at 8.00 p.m.

The China Mail.

HONGKONG, THURSDAY, OCTOBER 23, 1890.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(Via Southern Line.)

THE BRAZILIAN REPUBLIC RECOGNISED.

LONDON, Oct. 21.

England has saluted the flag of the Brazilian Republic.

DEATH OF A GREAT EXPLORER.

Sir Richard Burton is dead.

(From El Comercio.)

SPANISH POLITICS.

MADRID, Oct. 10th.

The Liberals have organised an active electoral campaign in favour of Sagasta, beginning in Aragon and Catafuna.

THE U. S. TARIFF.

The commercial war declared by America has alarmed Europe.

THE CATHOLIC CONGRESS.

The Catholic Congress has met; 29 prelates have addressed an enthusiastic message to the Queen Regent.

(From Singapore Papers.)

THE RUSSIAN HEIR APPARENT.

London, 14th Oct.—His Imperial Highness the Czarewitch has abandoned his intention to visit Stamboul and Palestine, in consequence, it is supposed, of the cholera epidemic. It is also rumoured that the proposed journey to the East will not take place owing to the Czarina dreading the prolonged parting.

THE IRISH M. P.'s.

Great preparations are being made in New York to welcome Messrs O'Brien and Dillon on their arrival in that city.

LOCAL AND GENERAL

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Boulomond*, Sept. 20; *Glenochil*, Oct. 3; *Brunswerg Glengyle*, *Prometheus*, *Sikh*, 7; *Pembrokeshire*, *Antonia*, 10; *Melbourne*, *Titan*, *Medusa*, 14.

HOMEWARD BOUND:—*Bombay*, *Dragoman*, Sept. 30; *Galley of Lorne*, *Glenaegles*, *Glenshiel*, *Anchises*, *Pekin*, October 7; *Priam*, *Benlarig*, *Euphrates*, 10; *Pingsuey*, 14.

The O. and O. Co.'s s.s. *Gaelic*, with the AMERICAN MAIL of the 1st October, leaves Yokohama on Tuesday, Oct. 21st, at daylight, and may be expected here on or about Monday, Oct. 27th.

The P. & O. s.s. *Clyde*, with the English Mail of Sept. 26th, left Singapore on Wednesday, the 22nd October, at 5 p.m., and may be expected here on or about Monday, the 27th Oct. This Packet brings replies to letters despatched from Hongkong on Aug. 21st.

The O. S. S. Co.'s s.s. *Menelaus*, from Liverpool, left Singapore on October 16, and may be expected here on or about the Oct. 23.

The Mogul Line s.s. *Mogul* left Singapore on the 17th Oct., and may be expected here on or about the 23rd Oct.

The Shire Line s.s. *Monmouthshire* left Singapore on the 17th Oct., and may be expected here on or about the 24th Oct.

MESSRS A. S. Watson & Co. announce an interim dividend of 7 %.

THE Band of the Regiment will play in the Public Gardens on Monday night next, from 8.30 to 10 o'clock.

THE Superintendent of the P. & O. S. N. Co. informs us that the s.s. *Clyde* left Singapore for this port on the 22nd inst., at 5 p.m., with the outward English Mails.

MESSRS Russell & Co. inform us that the Union Line steamer *Guy Mannering*, from Antwerp, left Singapore for this port today, and may be expected to arrive on the 29th instant.

THE British corvette *Mercury*, Capt. Balfour, the British sloop *Medina*, Capt. Hon. J. H. Martin, and the British gunboat *Rattler*, Capt J. G. Heugh, arrived to-day from Nagasaki.

THE French gunboat *Inconstant*, 800 tons, arrived to-day from Toulon, having been commissioned for two years on the China Station. She reports having encountered a typhoon on the 13th inst., which obliged her to put into Touron for coal.

A celestial who said he was a Major in the Chinese army was brought before Mr Wodehouse in the Police Court to-day, charged with stealing a $500 watch belonging to a compradore. The case was remanded.

THE annual 'Sale of Work,' in aid of that most deserving institution, the Baxter Chinese Girl's Schools, will be held in the City Hall on Tuesday, October 28th at 3 o'clock. By kind permission of Colonel Chater and Officers, the Band of the A. & S. Highlanders will play during the afternoon.

INSPECTOR Quincey and a party of police raided another gambling club in Stanley Street this forenoon. The gamblers had imprudently neglected to provide a way of escape by the roof and some of them were under the painful necessity of taking a ten-feet jump from the windows. Two men, who appeared to be managing the game, were arrested.

SOME anxiety is felt as to the safety of the American ship *Sawitch* and the German ship *Amphitrite*. The former passed Anjer on the 8th Sept., and the latter on 30th August and both are therefore considerably overdue. The *Sawitch* is bound from New York to Hongkong with a cargo of kerosene, and the *Amphitrite* brings a cargo of coal from Cardiff.

THE Band of the 1st A. & S. Highlanders will play the following Programme at the Barrack Square to-morrow evening, commencing at 7.30 p.m.:—

March	'Light of Foot'	Latann.
Lancers	'The Old Guard'	Crook.
Valse	'See-Saw'	Crowe.
Polka	'See me Dance'	Solomon.
Quadrille	'Fun of the Fair'	Williams.
Galop	'Roulette'	Kuhner.

CRICKET MATCH,
Saturday, 25th October 4 p.m.

March	'Nannie, will thou gang wi' me'	Wakelen.
Valse	'Viennese'	Czibulka.
Selection	'Iolanthe'	Sullivan.
The Pilgrims'	'Song of Hope'	Batiste.
Galop	'Politechnicker'	Kuhner.

PUBLIC GARDENS,
Monday, 27th October, 8.30 to 10 p.m.

March	'Militaire'	Gounod.
Valse	'Gruss an Hannover'	Labitzky.
Selection	'Falka'	Chassaigne.
Aria & Var	'The Harmonious Blacksmith'	Handel.
Selection	'Reminiscences of Mendelssohn'	Godfrey.

MR. G. C. Anderson, marine surveyor, Hongkong, has compiled a small book entitled 'The Shipmaster's Handy-Book,' which we have no doubt will soon become an indispensable *vade-mecum* for all connected with the shipping trade of the Far East. Captain Anderson's extensive experience and his long residence in the Far East admirably qualify him for the task he has undertaken, and the want which the book supplies has long been keenly felt. It is only necessary to mention some of the heads lines to give an idea of the useful character of the book.—'Immersion in salt and fresh water,' 'Storm warnings,' 'Loading the cargo,' 'Equivalent strengths of hemp rope, iron wire rope and chain,' 'Initial stability,' 'Woods which resist sea worms,' 'Steamers' boilers,' 'The number of packages to a ton of 40 cubic feet, Hongkong scale,' 'Time of High Water at coast ports,' 'Wages table in dollars or taels,' 'Differences of time,' 'Standing rules for steam vessels at sea,' 'Technical sea terms in various languages,' 'Hints for the typhoon season,' 'Routes between Hongkong and Australia,' and there are innumerable formulæ &c., &c.

PASSAGES were secured on the *Oxus* for the Goreki family, whom the Singapore Government had decided to send to Shanghai third class by the mail boat, as no other steamer could give them a passage. They, however, at the last moment declined to go, electing to stay in Singapore, and evidently expecting to find a subsistance among their sympathisers there.—*Singapore Free Press.*

THE steamer *Quetta*, as she lies in Torres Straits, close to the scene of the place where she was wrecked sometime ago, a disaster which was attended with great loss of life, has been sold by public auction. The hull brought £300 and the cargo £1,000. The purchase was made on behalf of a Thursday Island syndicate.

THE House of Representatives of New Zealand has resolved to send three delegates to the Federation Convention, Captain Russell and Sir George Grey from the Lower House, and one to be appointed by the Legislative Council, to convey New Zealand's sympathy with the aspirations of Australia. They are not authorised to bring the colony into the federal union, but are to express the desire of the colony to encourage friendly relations and commercial reciprocity with Australia.

THE directors of the New Oriental Bank Corporation, Limited, announce that the office of managing director having been abolished, Mr. Robert Turner Rohde, the chief inspector and secretary, has been appointed chief manager over the affairs of the corporation; Mr. John Paterson, the exchange manager, has been appointed sub-manager; and Mr. John Sturrock Scrymgeour, the senior assistant-manager, has been appointed secretary. These gentlemen, under their new titles, continue, as heretofore, to be, with Mr. Wm. Davidson and Mr. J. D. Mackintosh, the only officers authorised to sign for the Corporation in London.

THE opening statement by the Minister of the Colonies to the States-General in Holland says the *London and China Express*, is not so cheerful about Netherlands India as could be hoped. The serious failure in the yield of coffee is at the root of all trouble, and will cause a serious deficit in the Government accounts, reckoned at twenty millions of guilders. Nor is the loss only confined to the Government, for the commercial community and the natives feel the situation. It is satisfactory to note that the Government will not have to borrow, however, and that irrigation works and the extension of railways will not be thrown back. They are both to be proceeded with.

THE *Singapore Free Press* of 18th inst. says:—Early in April last Mr Grace, dentist, then in Singapore, being about to leave the Colony, sent his servant to the Hongkong and Shanghai Bank with a note requesting that his account, considerably exceeding $,000, be transferred to another branch. By some mistake the whole of the money was handed over to the messenger, who at once disappeared, leaving Mr Grace under the impression that the account had been properly transferred, while the Bank on the other hand imagined that the money had been duly handed over to the owner. Thus it was nearly two months before the truth was known. The numbers on the notes having been taken, they were at once stopped. Yesterday a $100 note bearing one of these numbers was presented for payment, and at once detected. Inquiry showed that it came from a respectable merchant named Lim Watt, Chop Chat Joo, in Beach Road. He states that he must have received them ten or twelve days ago, and cannot trace them further back. He receives sometimes several thousand dollars in a day, and had not taken any notice of the notes beyond seeing that the Chinese inscription was all right. He paid away two other $100 notes to-day to a leading firm of the town, which are now being followed.

CRICKET.

The following team will represent the Club v. Garrison on Friday and Saturday:—

A. J. Leach, (Capt.)	E. W. Maitland
Dr. Atkinson	F. Maitland
G. S. Coxon	W. Newton
S. L. Darby	O. Platt
R. Drury	T. S. Smith
J. S. Ezekiel	

Play will commence at 2 p.m. on Friday. By kind permission of Colonel Chater and Officers, the Band of the A. & S. Highlanders will play on Saturday afternoon.

VICTORIA RECREATION CLUB.

ARRANGEMENTS FOR THE REGATTA.

A meeting was held at the Victoria Recreation Club last evening to make preliminary arrangements for the forthcoming annual Regatta. Mr Thos. Jacks presided.

Mr A. G. Stephen said it was proposed to take as a basis the programme of last year. It was proposed to leave out the Youths' Race, putting in place of it a sculling race in tubs. The race for senior sculls, which did not take place last year, would be revived. There would also be a regulation introduced this year with regard to 'cox's,' that each cox must weigh not less than 9 stone. It was also proposed to hold the sailing races on a different day. The International race would this year be moved for a Challenge Cup presented by Mr John Lapraik. (Applause). A very handsome cup had been presented, and this would remain the property of the Club, the names of the winning crew each year being inscribed upon it. A small cup would also be presented each year by the same donor to the winning crew of the year. There would be a meeting on Tuesday next when the crews would be picked. The Singapore Club had sent a challenge to Hongkong, and any members who could get away at the same time as the cricket team which was to be sent down were requested to be good enough to send in their names at once.

Mr J. Sampson wished to suggest an alteration in the system of training. There were a number of new members who were anxious to row in this year's Regatta, but they had been unable to practice during the summer owing to there being no B class boats. To enable them to take part in the forthcoming Regatta it was necessary that they should have at least four weeks' training for the Chairman's Cup under a good coach. The new men could only row in Club races and it was necessary that they should have thorough training. He therefore begged to propose that during the first four weeks of the training season the hours between 5 and 7 p.m. each day be given up exclusively for training for the Chairman's Cup. He was sorry to see, he might add, that this race, which used to be the chief race of the Regatta, was now stuck down at the end of the programme.

Mr Fredericks seconded the proposition.

Mr G. Stewart opposed Mr Sampson's motion as being hardly fair to members wishing to row in the open races. The interest taken in the Regatta was not now centred in one race and he thought it was better that it should not be so, as he did not think it was a wise policy to put all your eggs in one basket. He would propose as an amendment to Mr Sampson's proposal that three nights a week be devoted to training for the Chairman's Cup and the other three nights to the open races, viz the Ladies' Purse, the Garrison Cup, and the International Race.

Mr A. Denison seconded.

Capt. Davidson said there were five races on the programme open to new members and he thought that was a very fair proportion. With regard to what Mr Sampson had

said about training, there were other hours open besides those he had mentioned. Every civilian who liked to get out of bed in the morning could practise between 6 and 8.30 a.m., while there were some members of the Club who even if they did get out of bed early had other duties to perform which prevented them training.

The Chairman then put Mr. Steward's amendment to the meeting and it was carried by a large majority.

Mr. Stephen said the Regatta would be held on the 18th and 19th December.

The Chairman said he hoped that no friction of any kind would occur with regard to this question of training. He thought that if a sportsmanlike feeling were shown everything would be settled satisfactorily. (Applause).

The meeting then closed.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice; and Mr Justice Fielding Clarke, Puisne Judge.)

Thursday, Oct. 23.

RYRIE v. THE ATTORNEY GENERAL.—THE CITY HALL AND THE PRAYA RECLAMATION.

Mr Francis, Q. C., who was instructed by Mr Mossop, moved last week, on behalf of the plaintiff in this suit, for a rule *nisi* calling upon the Government to show cause why they should not be restrained from proceeding with the Praya Reclamation work opposite Marine Lot No. 82, on which the City Hall is situated. There Lordships adjourned the matter till to-day, to enable Mr Francis to put in evidence as to what constitutes a marine lot.

Mr Francis said three affidavits had been filed. One by the plaintiff stated that he had been resident in Hongkong and South China for 35 years, and during that time he had been largely interested in land both as owner and agent. All land in Hongkong was held under lease from the Crown, as a rule for a term of 999 years. The lots were divided into Marine and Inland lots and were always so described. A marine lot was always understood to be a lot bordering directly on the sea or on the Praya or public road running along the seashore, with no other lot between it and the sea. Marine lots had always commanded a much higher rent than inland lots because of their proximity to the sea, and they usually sold at much higher prices than others quite as valuable, because of the universal opinion that no other lots or buildings could be interposed between them and the sea. Another affidavit, by Mr R. K. Leigh (of Messrs Danby, Leigh and Orange), was put in. Mr Leigh stated that for the three years from 1880 to 1882 he was employed in the Surveyor General's Department and was thoroughly acquainted with the leasing of land and household property, and that he had been professionally engaged in many sales of marine and inland lots during the last ten-and-a-half years. Marine lots were always bounded on one or more sides by the sea or public road running along the seashore, and a much higher rate of premium and higher Crown rent were always charged for them than for inland lots. It was always understood and acted upon in dealing with land that there was attached to a marine lot a right of access to the sea along its whole frontage facing the sea, whether across the Praya or public roadway or the seashore or intervening Government land, and that no buildings should be erected between it and the sea. An affidavit in similar terms, by Mr Thomas Howard, was also put in. Mr Francis submitted that the affidavits before their Lordships showed that the plaintiff, Mr Ryrie was not a trustee merely for the entire public of Hongkong but was a trustee for a number of private persons who were co-owners of the property in question, and who had power and authority as part of their holding of it to derive profit from the use of it as a City Hall, the only limitation of their rights being that they were bound to keep it up as a City Hall. The affidavits also showed what was the meaning of the phrase 'Marine Lot,' that it meant a lot bordering either on the seashore or on the Praya, and that it always commanded a higher premium and a higher Crown rent than an inland lot because of its proximity to the sea and the assumed rights attached to it. With reference to the suggestion made by Mr Justice Clarke at the last hearing—as to the general public having a right of way across the public road to the sea—he would submit that the owner of a marine lot had a much greater right over the Praya to the sea than the public had. If the Government were to resume possession of the public roadway, as they had a right to do, the Marine lotholder's right of way across it would still remain unaffected. Even although he could not show a shilling of damage; he was entitled to resist the invasion of a legal right. As a matter of fact, however, what the Government proposed to do would undoubtedly render the property in question much less suitable and much less agreeable as a place of public resort. It was perfectly possible if the Government took this piece of reclaimed ground, that a six-storey building might be raised only fifty feet distant from the City Hall.

Sir James Russell said—with regard to the question raised by Mr Francis at last hearing, as to the Ordinance being *ultra vires*, as the Legislature had no powers except those delegated to them by the Crown—he saw by cases from Australia, India, Canada and Natal that it had been held that the Legislatures of these places had power to pass such laws as the one in question.

Mr Francis said that was because these Legislative bodies were representative assemblies, which the Legislature of this Colony was not.

Mr Justice Clarke—Not in Natal.

Sir James Russell—If they cannot carry out a work of this sort, they can't make a railway or a tramway.

Mr Francis—They can't take away rights granted by lease.

Mr Justice Clarke—They have done it.

Sir James Russell said some of the sections of the ordinance seemed to him extremely strong—such as that appointing the Governor as the person to decide what the damage in any case might be—but still, there was the law, and if it was within the power of the Legislature to pass it, the lotholders were bound by it.

Mr Francis submitted that the Legislature had no power to pass it.

Mr Justice Clarke—If the Legislature has full power of legislation over Crown land—which I dare say you will admit—how can the Queen by granting a lease limit that power?

Mr Francis—The Queen has absolutely limited it by disallowing acts of legislation. Her Majesty in the Letters Patent constituting the colony reserves to herself the power to revoke any act of the Legislature, to revoke the powers of the Legislature, and she also reserves the power to make laws for the colony by Orders in Council. My argument goes to this extent—that there is no power in the Crown or in the Legislative Council of this colony to take away the rights of a lessee after the Crown has granted it. I may suggest to your Lordships that the whole suit can be disposed of on the arguments in connection with the rule, as it is purely a question of law.

Sir James Russell said, as the matter was important, the Court would take time to consider it.

CAPTAIN BURTON.

The following account of the life of Captain Burton, the eminent explorer whose death is announced, is taken from *Men of the Time*:—

Burton, Captain Sir Richard Francis, son of Lieutenant-Colonel Joseph Netterville Burton, of Tuam, Galway, was born in 1821. He began life at Oxford, and was destined for the Church, but he yearned so much after military service that his father procured him a commission in the Indian army in 1842 at the end of the Afghan War. He was nineteen years in the Bombay Army, eight years in active service, chiefly on the staff of Sir Charles Napier. While in India he became a distinguished linguist, and passed examinations in eight Oriental languages. He made an expedition to Mecca and Medina in 1853. He next explored Harar, in Moslem Abyssinia, and went to Somali-land, in East Africa. He commanded the expedition, taking with him the gallant Speke and Lieutenants Herne and Stroyan. The explorers were attacked in the night by the natives. All fought their way bravely through the enemy; Captain Burton and Captain Speke were both desperately wounded. In the Crimea he was chief of the staff to General Beatson, and he was the principal organiser of the irregular cavalry. Lord Palmerston was going to send Captain Burton to raise a large body of Kurdish horse, when peace was proclaimed. In 1856 he set out for his great explorations of the lake regions of Central Africa, and discovered Tanganyika. The expedition was absent three years. In 1860 Burton went to the United States, visited California and Salt Lake City, and travelled during that expedition 25,000 miles. In 1861, when the Indian Army changed hands, his military career terminated. The same year Earl Russell sent him to Fernando Po, on the West Coast of Africa. The Bight of Biafra, 600 miles in extent, was his jurisdiction, and he spent three years in exploring. Then he was sent on a dangerous mission—a three months' mission to the King of Dahomey, with presents, to induce King Gelele to abolish his 'customs.' Captain Burton was then transferred to San Paulo, Brazil, where he was active and useful for four years, both on the coast and in the interior. He thoroughly explored his own province, which is larger than France, the gold and diamond mines of Minas Geraes, canoed down the great river San Francisco, 1,500 miles, visited the Argentine Republic, the Rivers La Plata and Paraguay, for the purpose of reporting to the Foreign Office the state of the Paraguayan War. He crossed the Pampas and the Andes to Chili and Peru, and visited all the Pacific Coast. Returning by the Straits of Magellan, Buenos Ayres, and Rio to London, he found himself appointed to Damascus. While holding that position he explored various parts of Syria. In 1871 the consulate of Damascus was reduced to a vice-consulate, and Captain Burton was recalled. In 1872 he set out for Iceland, and thoroughly studied and explored it, returning the same year to find himself posted at Trieste. In 1876 Captain Burton visited Midian, and wrote an account of his travels in that country. At the close of the year 1877 he started again for Midian, purposing to organise a new exploration and partial exploitation of the mines which he discovered there. The second expedition left Suez Dec. 10, 1877 and returned there on April 10, 1878, bringing home a large collection of geological specimens, &c., besides maps and plans. In 1882 Captain Burton and Commander V. L. Cameron undertook a journey of exploration in the country lying at the back of the Gold Coast Colony. Captain Burton has written some thirty volumes, which describe his travels. Among them are: 'The Lake Regions of Central Africa;' 'Abeokutta; or, an Exploration of the Cameroon Mountains,' 1863; 'A Narrative of a Mission to the King of Dahomey,' 1864; 'Vikram and the Vampire, or tales of Hindu Devilry,' 1869; 'Zanzibar, City, Island, and Coast,' 3 vols., 1872; 'Two Trips to Gorilla Land and Cataracts of the Congo,' 2 vols., 1875; 'Ultima Thule or a Summer in Iceland,' 2 vols., 1875; 'Etruscan Bologna; a Study,' 1876; 'Sind Revisited; with Notices of the Anglo-Indian Army; Railroads, Past, Present, and Future, &c.,' 2 vols., 1877; 'The Gold Mines of Midian and the Ruined Midianite Cities,' 'A Fortnight's Tour in North Western Arabia,' 1878; a translation of 'Camoens' Lusiads,' 1880; 'Camoens: his Life and his Lusiads; a Commentary;' 2 vols., 1881; 'To the Gold Coast for Gold; a Personal Narrative' (conjointly with Commander Verney Lovett Cameron), 1882. His latest work is a rendering of the Arabian Nights. Captain Burton has received the gold medals of the French and English Geographical Societies.

LATE TELEGRAMS.

THE IRISH QUESTION.

London, Oct. 8.—The Right Hon. E. Stanhope, M.P., Secretary of State for War, speaking at Horncastle yesterday, denied that famine existed in Ireland, but, nevertheless, he said, the potato crop had in a great measure failed. The Government, he said, would do all that was necessary to surmount any calamity.

THE CHILD MARRIAGE QUESTION.

London, 8th October.—A final letter on the Indian Child-Marriage question has appeared in *The Times*, in which the writer recommends that restitution of conjugal rights be abolished or mitigated and that the age of consent be raised to twelve years, which latter is imperative, especially to protect Hindoos, exercising their new civil rights, against the public penalties imposed by the priesthood.

The Times, commenting on the letters, says the writer of them is a personage of high authority.

THREATENED REVOLUTION AT BUENOS AYRES.

London, 8th October.—Advices from Buenos Ayres state that a revolution was apprehended there on Monday night. All the troops were called out and the fleet prepared for action. The President proceeded to the barracks at midnight for safety. The city, however, was tranquil yesterday.

THE MIDDLE PARK PLATE.

London, Oct. 8.—The following is the result of the Race for the Middle Park Plate.

Gouverneur	1st.
Sipnonia	2nd.
Orion	3rd.

TERRIBLE EXPLOSION IN AMERICA.

New York, October 8th.—An explosion has taken place in one of the sections of the immense Dupont Gunpowder mills at Wilmington, Delaware. Five of the other sections exploded through the concussion caused. At least ten people are known to have been killed and twenty injured, including the head of the firm. The country around is utterly desolated and houses are demolished for a distance of half a mile.

THE FACTORY COMMISSION.

Bombay, October 7.—The Factory Commission opened its sitting this afternoon at the Secretariat, when various witnesses deposed as to the long hours worked, and the heavy penalties exacted for absence without leave, and expressed themselves in favour of Sunday stoppage.

THE CAMBAY DISTURBANCES.

Bombay, October 7.—Shamrao, the Dewan of Cambay, against whom the recent disturbances were levelled, has resigned.

ELECTION RIOTS AT PONDICHERRY.

Pondicherry, 8th October.—The election excitement continues. A riot took place on Sunday the 5th and several people were badly hurt. The police and military were unable to maintain order, and the voting was suspended for a time, the rioters taking possession of the polling stations. The fighting ceased at sun-down. An influential deputation waited on the Governor on Tuesday, representing the unsafe condition of the town. His Excellency promised to take measures for protecting life and property and has ordered the military to patrol the streets at night. There is a general feeling of distrust prevailing.

SICKNESS IN BERMUDA.

London, October 9. Advices received from Bermuda state that much sickness prevails there. Several deaths have occured among the Grenadiers through enteritis. The sickness is ascribed to bad water, heat and defective housing.

THE TIPPERARY CASE.

London, October 10.—A scene took place yesterday at Tipperary. On the hearing of charges against the police for assaulting Mr Harrison, M.P., and others, the Bench refused to receive certain evidence as being irrelevant to the case, and the prosecutors withdrew, objecting to the composition of the Bench.

THE ARMENIAN QUESTION.

Constantinople, 9th October.—A fresh outrage took place here to-day at Koumkapoo Cathedral. An Armenian fired at the officiating archpriest who, however, was unhurt. The criminal has escaped.

STATUE OF LORD REAY.

London, 10th October.—Sir J. E. Boehm, the sculptor, has been deputed to execute a colossal statue of Lord Reay for Bombay.

RUSSIA IN CENTRAL ASIA.

St. Petersburg, 10th October.—General Wrevsky, Governor of Turkestan, with a large staff, has left Chardjui up the Amur Darya for Kerki.

NEWS IN ADVANCE OF THE COMING ENGLISH MAIL.

The following items from Australian papers give London news to the 23rd September:—

Mr John Dillon M.P. for Tipperary East, who was arrested with other Irish members a few days ago on a charge of conspiracy and of inciting tenants to refuse to pay their rents, has been traversing the country delivering riotous harangues against the Government and landlords at excited gatherings of the country people, although he has been repeatedly ordered to desist by the police under the penalty of re-arrest. It is believed that fresh charges will now be preferred against Mr Dillon.

London *Sporting Life*, or the *Pink'un*, describes the tour of the last Australian Eleven in England as a failure. It disparages the calibre of the Eleven, and speaks of it as generally weak and disappointing, and says that the trip has proved unprofitable. The paper recommends that the colonies should send out a more capable team in two years' time.

A British squadron is now stationed at Mozambique on the East African coast. This is due to the unfriendly attitude assumed by Portugal in connection with the proposed convention between England and that country, and for the protection of British interests in East Africa in case of further unfriendly action on the part of the Portuguese Government.

Mr Gladstone has addressed a letter to a Secretary of a Trades Union, which has been published in the Press in which the right hon. gentleman states that trades unions are bound in principle to regard the honour and credit of their respective trades, and not to resort to improper methods, such as coercion, intimidation and violence, to gain their ends. He considers that it is absolutely necessary that the trades should band themselves together for self-protection and the protection of labour generally, but anything approaching that which once disgraced the town of Sheffield be strongly deprecates.

A terrible railway disaster has occurred in the United States, owing to two freight and coal trains colliding at Reading. To further add to the mishap an express train afterwards dashed into the injured carriages, causing them to go over the embankment into the river. Fifty persons were killed, and a number of others very seriously injured.

Latest intelligence from Philadelphia states that the deaths from the recent railway accident number 20 and not 50 as previously stated and that 30 persons were more or less seriously injured. Some of the incidents of the collision were of an exceedingly dreadful and harrowing description.

Moussa Boy, who escaped from banishment, and was re-arrested, has been again banished to Medina, in Arabia. He is believed to have a strong sympathiser in the Sultan, who has been most unwillingly coerced into allowing him to be tried and punished.

A feeling of exceptional security prevails at the present time in regard to European affairs. The Emperor Francis Joseph of Austria has returned from Silesia to Vienna, where he has recently had a most friendly meeting with the Emperor William of Germany. The object of the meeting was said to be the renewal of the existing Triple Alliance for a period of seven years. This alliance is between Germany, Austro-Hungary and Italy, and provides for an offensive and defensive concert between the three Powers in the event of an alliance between Russia and France. Both the latter countries are incensed at this news, but it is generally felt to be a sufficient guarantee for the peace of Europe, and much satisfaction is felt in consequence.

The great prize fight between P. Slavin, the Australian and English champion, and P. McAuliffe, of California, did not come off yesterday as was anticipated. The Ormonde Club was the *rendezvous*, and the stakes were £1,000 a-side. A great number of well-known persons were present, including some prominent members of the aristocracy as well as a number of persons well known in society and the domain of literature and the drama. Exceedingly high prices had been paid for admission, and all was in readiness, when, at the last moment, the police interfered, and arrested both the principals on the charge of committing a breach of the peace, consequently they prevented the fight. A stormy and excited scene ensued and a conflict with the authorities was with difficulty avoided, the noise and excitement being intense.

The trial of Barchell for the murder of Mr F. Benwell, son of Colonel Benwell, of Cheltenham, England, has commenced in Ontario, Canada, in the locality of the crime. The prisoner, whose wife is accused of complicity, is charged with having inveigled Mr Benwell to Canada with the intention of murdering him. On February 17th last he was seen with his alleged victim at Princetown. Subsequently the latter disappeared, that there was unsatisfactory accounting for his whereabouts. Barchell parried enquiries in an unsatisfactory manner, and a close search was made, when Benwell's body was found in a swamp at Princetown bearing marks of violence. The chief witness against the prisoner is a Mr Pelly, son of a vicar in Essex, who was with Mr Benwell when he was lured to Canada by Barchell. It is said that Barchell is suspected of having lured and murdered several other tourists in a similar manner, and the detectives are trying to connect him with these crimes. (A subsequent telegram states that Barchell has been condemned to death.)

Mr. Harrington, an Irish member of Parliament, describes the Tipperary Town Commissioners as being felon settlers, and he affirms that their revolt instigated the recent arrests of Messrs. Dillon and O'Brien with others, on the charge of inciting tenants to refuse to pay their rents.

THE AUSTRALIAN STRIKES.

London, 17th Sept.—A deputation from the shipmasters' and officers' societies of the United Kingdom, numbering 8000 members, waited upon the owners yesterday stating that efforts had been made to coerce them into joining the seamen's unions and asking for support. This the owners in the heartiest manner promised.

London, 18th Sept.—The subscription sheets issued by the Dockers' Union show £850 promised to the funds of the Australian strikers.

Sydney, 18th Sept.—Each side is playing a waiting game.

The Labour Congress has suggested to the Amalgamated Engineers' Association the advisability of calling out its members. Notice will probably be given by the engineers immediately.

Melbourne, 18th Sept.—The Employers' Union are waiting for replies from the branches in the other Colonies with reference to an invitation from the Trades Hall Strike Committee to hold a conference at Williamstown.

Adelaide, 18th Sept.—At a public meeting held in the Town Hall last night in reference to the strike, it was resolved to request the Government to interfere unless a settlement were arrived at.

The Melbourne Athletic Club recently loaded the *Monowai*. The members now offer their services free to the mail steamers if they are wanted.

Sydney, 19th Sept.—The Free Labour Bureau was rushed yesterday by the Unionists. During the disturbance which ensued the manager was subjected to rough treatment but in the capacity of a special constable he arrested one of his assailants.

The attempts of the Mayor of Sydney to arrange for a conference between the employers and strikers have been unsuccessful.

The Labour Congress sat yesterday. The secretary stated that positively next Monday all the shearers would come out. He also states that the men would like a Conciliatory Board consisting of all the Chief Justices in the Australian Colonies.

Adelaide, 19th Sept.—The launch men and the steam tugmen have been called out.

Sydney, 20th September.—The strike has assumed a very serious aspect, both sides displaying a most determined attitude. Early yesterday morning a number of trollies were despatched from the warehouses down to Darling Harbour in order to load the wool stored there, and take it to the Orient Company's wharf at the Circular Quay for despatch by the Orient Steamship Co's liner *Lusitania*. A large number of non-union labourers and employees of leading shipping firms were employed in handling the wool, but a large crowd of strikers and unionists assembled, and commenced hooting the workers and pelting them with garbage, stones, and other heavy missiles, seriously interfering with them, although the free labourers kept on persistently and pluckily, and made considerable progress. But the climax was reached when at ten o'clock in the morning ten trollies arrived on the scene driven by wealthy merchants and station owners, including the Messrs White of Havilah, Mr Downing of Bue Station, and others. When they arrived with their loads at the Circular Quay the immense and stormy crowd which had by this time assembled stoned and hooted them, and rushed the waggons. The police, numbering 40, endeavoured with small success to restrain the rioters, staves being freely used, while the rioters responded with sticks and stones. The disturbance increased in violence till Captain Fisher, the Stipendiary Magistrate, arrived upon the scene with a strong force of mounted constables. Captain Fisher read the Riot Act and called on the crowd to disperse, and on their failing to do this the rioters were charged by the mounted constables, and were driven back. The trollies were then unloaded by the merchants, their employees and the free labourers, and returned to Darling Harbour under a strong escort, amid the most noisy and hostile demonstrations. The Premier is determined, together with the Ministry, to actively suppress disorder, and has directed that 500 of the Defence Force be placed in immediate readiness to be called out, in case of further necessity. The strikers are also displaying the greatest determination, and are resolved to fight the question out. All the affiliated labourers will, it is believed, be called out next week, and it is probable that the shearers will go out next Tuesday after the Conference to be held on Monday. The greatest excitement and concern generally prevail.

Melbourne, 20th Sept.—The ballast and lightermen struck work on the ship *Huntingdon* yesterday.

An official return, which has just been issued at Sandhurst, shows there are nine thousand miners out on strike in Victoria.

The Orient liner *Cuzco* is being loaded satisfactorily with free labour. The s. s. *Chemnitz* is doing likewise.

Brisbane, 20th Sept.—Yesterday all the civil servants were enrolled as special constables.

The behaviour of the strikers is very satisfactory.

During the present week six thousand tons of coal have been shipped to various ports.

Adelaide, 20th Sept.—To-day the launchmen all went on strike.

Owing to the strike of their employees the Tug Company has been compelled to reduce the number of their launches to two, which is the number now running.

In most trades free labour is plentiful.

Sydney, 22nd Sept.—On Friday fourteen persons were arrested for riotous behaviour, in connection with strike matters. On Saturday they were all charged at the various courts, by which fines were imposed ranging from £1 to £3, three of the ringleaders being sentenced to six months' imprisonment each.

The police have made preparations for troubles of every description and to-day barricades are being erected around Circular Quay, and fifty special troopers have been enrolled to protect them.

Melbourne, 22nd Sept.—The mail steamers *Cusco* and *Victoria* left punctually to time, owing to the plentiful supply of free labour.

At a meeting of Draymen and Drivers, held on Saturday night, the decision previously arrived at by them—to the effect that they would not handle non-union cargoes—was reaffirmed.

Adelaide, 22nd Sept.—On Saturday night the drivers held a meeting, at which it was resolved that all cargo intended for ocean-going and blocked steamers be not handled by them.

The clerks in the wool stores of Port Adelaide loaded the lighters on Saturday, without any interference on the part of the unionists.

The steamer *Hubbuck*, an Anchor Liner from London, was unloaded by Union labour on Saturday and despatched again on Sunday.

Sydney, September 23.—Large quantities of wool are still being caried from Darling Harbour to Circular Quay for shipment by means of trollies driven by employers and their assistants, whilst the loading is being done by non-union labour with fair celerity. The streets remain crowded with strikers, and there is occasional hooting at the trollies, but there has been no further serious disturbance; which is due to the fact that a small army of troopers, cavalry police, and special constables are distributed along the roads and approaches to the wharves.

Nothing further has been done in reference to the scheme of Mr Burdekin, the Mayor of Sydney, to form a Board of Conciliation, and there is an obvious disposition to drift back into the formerly existing condition of 'masterly inactivity' in which one simply endeavours to tire and starve the other out.

Melbourne, 23rd Sept.—A Conference of delegates representing mine-owners and labour organisations at Broken Hill is now meeting in Melbourne, and strong efforts are being made to arrange for the resumption of work. The sittings of the Conference were continued on Monday, Mr McGregor presiding. The proceedings were adjourned till to-day, Wednesday.

The Railway Commissioners have been communicated with by the Governments and state that in consequence of recent supplies, and the way coal is coming in they have no fear of fresh supplies for the railway.

Adelaide, 23rd Sept.—Deep sea vessels are being loaded by means of unionist labour.

Sydney, 24th Sept.—Yesterday five seamen were charged separately for assaulting special constables and non-unionists. One was fined £20 and another £3. A third was sentenced to a fortnight's imprisonment another to a week, while the fifth was remanded for sentence.

Brisbane, 24th Sept.—A conference of delegates representing the whole of the Queensland districts in which branches of the Australian Labour Federation have been formed, will be held on Thursday night, when the question as to calling out the shearers and other bush workers, as well as ordering a general business strike, will be discussed.

The carrying of non-union wool still continues unmolested.

Adelaide, 24th Sept.—The strikers held their sports yesterday.

RAUB AUSTRALIAN SYNDICATE, LIMITED.

The second half-yearly general meeting of the Raub Australian Syndicate, Limited, was held at the registered office of the company, Brisbane, on Monday 8th September, there being about thirty-five persons present personally and by proxy. The adoption of the report and balance-sheet was moved by the Hon. M. Hume Black. The report stated that the work had been pushed forward energetically, and though the difficulties had been exceptional, satisfactory progress had been made. The balance-sheet showed that directors and auditors' fees, salaries, legal expenses, charges, bank exchange, &c. had amounted to £792 15s. 6d.; wages and expenses at Raub including cost of Singapore office, £6,458 12s. 3d.

Mr Robt Philp, the Chairman, speaking to the motion, said that the result of the first crushing had, perhaps, been a disappointment to the public, as very exaggerated opinions had been indulged in, but the directors did not think it was bad. Two-and-a-half ounces to the ton was a very fair return considering that only one small line of reef in twenty square miles of country had been worked. The manager was doing his best to get the reefs opened up, and to enable him to accomplish this five miners had been sent him from Australia. The funds at the company's disposal would amount, when the gold was sold to about £4,500, and it was intended to spend this money in thoroughly prospecting the property. No call would be necessary for about four months, but if developments justified a larger plant than that now at Raub, machinery would be purchased and calls made to pay for it. The board had been offered £10,000 for 100 acres of the concession but had not thought it wise to alienate any of the property for the present.

After a short discussion on the future of the company generally, the report was adopted.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING CO., LD.

The following is the Directors' report for presentation to the shareholders at the fifth ordinary yearly meeting, to be held at the rooms of the Chamber of Commerce, at noon on Monday next:—

The Directors have now the pleasure to lay before you the Accounts for the half year ending 31st March, 1890, from which it will be seen that the expenditure on working account was $25,815 80 at Punjom and $8,348.45 at Sunghie Dua.

These figures represent the cost of Exploratory and Mining Work done during that period, chiefly on the 80 square miles remaining to us at Penjom, a comprehensive review of which is given in our Manager's Report handed to you herewith.

It will be understood that a double motive was in view, in carrying out this most important work, inevitably involving considerable expense—firstly, to extend over the greater area of our Concessions the knowledge of their mineral resources which had hitherto been almost entirely confined to the mine included in the 20 mile block lately disposed of—and secondly, to retain our claims over the entire areas by placing ourselves in a proper position to demand from the Pahang Government the longest possible extension of the prospecting period of our lease, which was about to lapse, and on the premature expiry of which we should have had to relinquish all unselected ground.

In both directions the object has been successfully accomplished, and whilst we now have a good knowledge of various parts of both Concessions which were lately blanks on our maps, the Directors have the great satisfaction of having obtained for you the assurance that your exclusive title thereto will remain undisputed for another period of 5 years on the payment of a moderate yearly tax.

Although such prospecting work is naturally unremunerative in itself, reasonable expenditure in this direction must always be regarded as money well spent in the improvement of such properties as these; and though we have so far been unfortunate in the intrinsic value of results obtained, there is reason to hope that we may strike richer ground any day in the many discoveries in course of further examination.

During the five years in view, it may reasonably be expected that Pahang will receive the further attention which the exploitation of its mineral worth deserves, and, on the revival of the interest which has flagged during a period of general depression, should such be stimulated by the assurance of success at Penjom itself or in the neighbouring mines, it will be seen that these great fields for mining enterprise possess an intrinsic value which may not at present be recognised.

It is proposed by your Directors not to initiate any fresh mining operations on an extensive scale but to continue the work of prospecting in the strict sense of this term, as suggested by Mr. Becher in his Report. With this view our Staff at the mines has been reduced to a minimum, some having transferred their services to the Penjom Pahang Gold Company, and from estimates which have been prepared we can see our way to carry out the proposed programme at an expenditure of about $2,000 at Penjom and $1,000 at Sunghie Dua per month, which we shall be able to meet for nine months without calling upon you for further capital even in default of repayment of disbursements by the new Company.

In the statement of accounts the expenses of our own operations and of the establishment at Penjom (Jalis) Mines have been so divided as to show an outlay for account of the latter of $17,801.27. To this has to be added, though not yet entered in accounts, a sum of about $18,000.—the value of machinery and plant to be taken over, and in reimbursement of these amounts it was agreed by the London Company that we should receive £6,000. We regret to say that this claim has not yet been paid by reason of financial depression in the Pahang market on which our offshoot is dependent for resources in London, but we are promised an early settlement and your Directors will continue to use every effort to obtain it.

The preponderating interests of this Company will shortly be represented on the Board in London by the arrival there in December of Mr W. G. Brodie, (Chairman) to assist Mr Ewart, their other representative, and that Board will be further strengthened by the simultaneous return to England of Mr J. Ashton Bell, a most able Director, who has been spending some months in Pahang.

Meanwhile it is satisfactory to know that funds have been sent to the mines for current requirements on the Jalis Block, where the work is now being carried on at the expense of the new Company, and there is every reason to hope that such will now be continued with renewed energy. Necessary additions to the pumps, to deal with the recent increase of water, have been ordered by Mr Becher, and before long the lower levels will be again accessible, from which it is expected that the richer veins of ore lately discovered will soon produce material for some returns of Gold.

Our operations at Sunghie Dua beyond those of exploration not having shown profitable results in the shape of output of Tin-ore from the deposits so far open up, the current outlay has been reduced in that direction, and it is proposed for the future to confine the work here, as at Penjom, to prospecting only, at the estimated cost of not more than $1,000 per month.

Mr H. M. Becher returned from London to Singapore in the middle of July, and has since been to the mines of which he has made a full inspection. He remained several weeks at Penjom making the necessary arrangement in alteration of the Staff and programme of operations contingent on the transfer of the Jalis Block, after which he visited Sunghie Dua and inspected all the workings at that Concession. He has now come to Hongkong and presented his Report, a copy of which you receive. Mr Becher is now managing the 'Penjom Pahang' and this Company's properties jointly—an arrangement by which they will have the continued benefit of his services with an advantageous division of his remuneration.

Mr W. G. Brodie having resigned his seat at the Board in consequence of his departure from the Colony, it becomes necessary to elect some one in his stead.

Under Article 15 of the Articles of Association, Mr Wm. Wotton and Mr David Gillies retire from the Board but offer themselves for re-election.

The annexed Accounts have been audited by Messrs F. Henderson and R. Lyall who are eligible for re-election.

Wm. G. Brodie, *Chairman*.

Hongkong, 21st October, 1890.

MR BECHER'S REPORT.

The following is the concluding part of Mr Becher's report:—Such, Gentlemen, being all that I have to report to you on this momentous occasion, I await your orders as to how to proceed with my duties in your behalf.

I cannot imagine that you will willingly allow your claims and chances of future profit to lapse without continuing the attempt to realise further returns for the five years of costly work which has been done at your expense. My report you may consider does not give a sanguine opinion of the immediate prospects of either Gold or Tin Mines being worked to profit, and your own conclusions, as also those of the shareholders, cannot be anything but unfavorable as regards past results. Yet if you will compare the history of Penjom with that of many other Gold Mines in other parts of the world you will find that numbers have eventually turned out prizes with far worse prospects at the surface than we have, and as to the balance of the vast partially explored areas of the two Concessions their leasehold must always be of considerable speculative value and the reversion of such should be realizable to this Company if a plan of action is properly taken in hand to deal with them.

Local conditions in Pahang are presently favorable to an initiation of an active policy of this sort on your part, as nearly all other concession holders are hanging back on a waiting policy, so that you might be the first with liberal offers in the field. At the same time the Government is tired of witnessing the general absence of activity and would probably encourage the first in any such departure, whilst I believe they intend very shortly to take steps to put pressure on those who have thus long abstained from doing any portion of their duty towards the country on their concession holdings.

With the exception of Raub, Penjom is ahead of all other Gold mines, and 'Bentong' is the only Stream-tin Mining Company which has done more than Sunghie Dua.

The advance of civilising progress consequent on the change of Government is already very marked and will undoubtedly increase with rapid strides and thus lend increased value to all Concessions. This influence especially affects Penjom, on the confines of which is the vantage point of *Kuala Lepis*, the site selected for the Government station of Upper Pahang and undoubtedly destined to become the commercial Capital of the Gold mining district. Where a year ago there was only a single Malay house there are now several Europeans resident, and Town-lots have been sold to form the nucleus of a flourishing Chinese trading settlement in the shape of a long row of shops.

Before closing I must refer briefly to the personal questions of the Staff at the mines and of my own connection with the Company. In the first place I must express my great pleasure, and special thanks for the exceptional good fortune of having had Mr Hardie's valuable services to manage the mines during my absence, and it is my greatest hope to be able to secure his further co-operation. Of other employees Mr Jolly, my long trusted right hand, Mr Phillips, the oldest Penjom employee, Messrs Bain, Plunkett, Truscott and Jones, all deserve grateful recognition of their services, and I am happy to say that the three former still remain under engagement. Mr Baird has also done some good work in his own way, deserving credit, at Sunghie Dua. The services of several assistants having, as you are aware, lately been disposed of, I shall have to engage some others for the special purpose of prospecting.

With your sanction I shall continue to conduct the management of your affairs, conjointly with that of the New Company, and hoping that my endeavours may be attended with more profitable results in future,—I am &c.

1st October 1889 to 31st March 1890.

Assets.

To Cost of Estate,	$150,000.00
To Machinery and Plant, Construction, Buildings at Punjom and Samantan,	54 968.59
To Steam Launch *Maude*,	1,000.00
To Steam Launch *Florris*,	2,500.00
To Steam-Launch *Sin Yum*,	9,000.00
To Lighters,	1,793 07
To Stamp Mill Plant,	3 623.55
To Saw Mill Plant,	178.76
To Water Wheel,	2,195.93
To Instruments and Tools at Punjom and Samantan,	2,681 97
To Stores,	8,550 93
To Furniture at Office,	510.88
To Furniture at Mines and Sunghie Dua	2,049 60
To Hongkong and Shanghai Bank Fixed Deposit,	9,000.00
To Cash at Pekan Agency,	1,186.00
To Malay Pahang Concession Company,	110.06
To Sundry Debtors,	3,541.34
To Suspense,	2,169.10
To Accounts Receivable,	2,959 27
To Gold on hand produced by Tribute Miners,	346.50
To Cash at Mines,	1,143.86
To Petty Cash,	106.77
To James Morrison & Co., London,	400.04
To Opium at Mines,	600.50
To Plank Cutting,	260.17
To Punjom Pahang Gold Company, (Limited),	17,801.27
To Bullion Stock Account,	21.88
To Live Stock,	16.95
Balance,	267,241.61
	$627,734.60

Liabilities.

By Capital,	$599,730 00
By Syme & Co.,	1,752.30
By Malay Peninsula Prospecting Company,	353.40
By Hongkong and Shanghai Bank, Account No. 2,	25,748.81
By Accounts Payable,	150.10
	$627,734 60

WORKING ACCOUNT.

Dr.

To Balance from last Account,	$228,783 65
To Mining Exploration,	8,055.57
To Prospecting,	4,206.59
To Salaries and Wages, Europeans, and Native Overseers,	6,918 04
To Roads and Bridges,	729.37
To Assaying Expenses,	471.95
To Stamp Mill Working,	216.87
To Dam and Water Supply,	173.21
To Transport, Machinery and Stores,	63.35
To Saw Mill Working,	179.10
To Punjom Office Expenses,	1,495.52
To Police,	381.40
To Hotel and Hospital Expenses,	226.07
To Allowances,	297.26
To General Expenses,	1,176 92
To Advances Written off,	245 08
To Postal Service,	37 50
To Pyrites Shipment,	10 00
To Depreciation on Old Stores written off,	932.04
To Auditors' Fees,	150.00
To Disbursements at Sunghie Dua,	8,348.45
To Balance Expenses over-receipts Steam-Launch '*Sin Yum*,'	2,016.85
To Expenses Launch '*Maude*,'	122.32
To Surveying Expenses,	2,274.39
To Travelling Expenses,	1,594.00
To Head Office Rent and Expenses,	2,112.03
To Stationery,	200.89
To Legal Expenses,	1,001.00
To Commission,	814.52
To Exchange,	707.00
To Insurance,	60.30
	$274,051.20

Cr.

By Profit on Stores Sold,	$ 722.70
By Profit on Opium Sold,	2,164.70
By Proceeds Sale Tin,	930.70
By Gold Licence,	92.00
By Interest,	2,512.49
By Transfer Fees,	67.00
By Godown Rent,	270.00
Balance,	267,241.61
	$274,051.20

E. & O. E.

Hongkong, 21st October, 1890.

A. O'D. Gourdin, *Secretary*.

We have compared the above Statement with the Books, Vouchers, and Securities of the Company, and certify the same to be correct.

F. Henderson, R. Lyall, } *Auditors*.

Exchange.

Hongkong, October 23.

On London—	
Bank, Wire,	3/4½
,, On demand,	3/5¼
,, 30 days' sight,	3/5½
,, 4 months' sight,	3/5¾
Credits, 4 ,,	3/6
Documentary, 4 months' sight,	3/6¼
On Paris—	
On demand,	4.44
Credits, 4 months' sight,	4.4[illegible]
On Berlin—	
On demand,	3.47
On New York—	
On demand,	83½
Credits, 60 days' sight,	84½
On Bombay—	
Wire,	220½
On demand,	221
On Calcutta—	
Wire,	220½
On demand,	221
On Shanghai—	
On demand,	72½
30 days' sight, private paper,	7[illegible]
Gold Leaf, 100 fine	$3[illegible] p. tael
Sovereigns (Bank's buying rate)	$ 5.74

Intimations.

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Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
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DIAMONDS — AND — DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME TABLE.
(*To take effect from 15th October.*)

WEEK DAYS.
8 a.m. to 10 a.m. every quarter of an hour.
12(noon) " 1 p.m. " " "
1 p.m. " 2 p.m. " half hour.
3 p.m. " 7.30 p.m. " quarter of an hour.

SATURDAYS.
NIGHT TRAMS at 10.30 p.m., and 11 p.m.

SUNDAYS.
CHURCH TRAM at 10.40 a.m.
12 (noon) to 2 p.m. every quarter of an hour.
3 p.m. " 7.30 p.m. " "
9 p.m., 10 p.m., 10.30 p.m., 11 p.m.
Special CARS may be obtained on application to the SUPERINTENDENT.
Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, October 14, 1890. 790

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1458

WINDSOR HOUSE,
HONGKONG,
No. 8, QUEEN'S ROAD CENTRAL,
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This ESTABLISHMENT is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well FURNISHED BED-ROOMS with all comforts. A Good Table kept.
TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Single Meals, *at reasonable rates.*
ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.
CONTINENTAL LANGUAGES SPOKEN.

MRS. BOHM,
Proprietrix.
Hongkong, August 30, 1889. 1682

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
NOW HAS
REMOVED
TO
18, *D'AGUILAR STREET,*
behind HONGKONG CLUB.

CONSULTATION FREE.
Hongkong, January 18, 1890. 122

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1887.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

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RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL
(1). Glass Jars (for museum purposes).
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Address to
JAMES CANTLIE,
Hon. Sec. to the College.
Hongkong, August 7, 1888. 1317

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CHINA REVIEW
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2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

PRICE, ... 50 CENTS.

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Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October 1890, at 10 a.m., the Company's Steamship *NECKER*, Captain H. SUPMER, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 25th October. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, September 29, 1890. 1703

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *ROHILLA*, Captain F. SPECK, with Her Majesty's Mails, will be despatched from this for LONDON (Direct), *via* SUEZ CANAL, on THURSDAY, the 30th Inst., at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, October 20, 1890. 1814

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

SUSSEX.........	FRIDAY,	31st Oct.
BATAVIA......	SATURDAY,	14th Nov.
ABYSSINIA...	THURSDAY,	4th Dec.
PARTHIA......	THURDSAY,	25th Dec.
BATAVIA......	SUNDAY,	25th Jan.
ABYSSINIA...	THURSDAY,	19th Feb.

THE British Steamship *SUSSEX*, Captain HOUT, sailing at Noon, on FRIDAY, the 31st October, will proceed to VANCOUVER, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG FIRST CLASS.

To Vancouver and Victoria	$210.00
To Port Townsend, Seattle, Tacoma	$213.00
To Portland, Oregon	$220.00
To Winnipeg, Minneapolis, St. Paul	$260.00
To Chicago, Kansas City, Milwaukee	$275.00
To St. Louis, Detroit, Cincinnati...	$28[illegible].00
To Hamilton, Kingston, London, (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington.	$290.00
To Quebec, Boston, Portland (Maine)	$295.00
To Halifax, St. Johns.........	$305.00
To Liverpool.........	$325.00
To London *via* Liverpool	$330.00
To Paris and Bremen	$345.00
To Havre and Hamburg.........	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—
6 months at 25 per cent. off Return Fare
3 " " 50 per cent. " " "
(*Times is reckoned from the date of landing to date of re-embarkation at Vancouver*)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who reembark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European Points will be issued available for 12 months at double fares (Mexican Dollars)

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our once with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 13, 1890. 1776

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, *via* YOKOHAMA, on SATURDAY, the 25th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months ...	393.75
To Liverpool	325.00
To London	332.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, October 16 1890 1697

WASHING BOOKS.
(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office

Mails.

Occidental & Oriental Steam-Ship Company,

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 1st November, 1890, at 1 p.m., Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months ...	393.75
To Liverpool	325.00
To London	332.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, October 9, 1890. 1755

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

SHARE LIST—QUOTATIONS—OCTOBER 23, 1890.

Stocks	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Cor.	60,000	$ 125	all	$228 %, ex. div., cum new
New Issue.........		$ 125	$62.50	$250 [issue, sales
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$118, ex
China Traders' Insurance Co., Ld...	24,000	$ 83.33	$ 25	$64
Chinese Insurance Co., Limited......	1,500	$ 1,000	$ 200	nominal
North-China Insurance Co., Ld......	5,000	£ 200	£ 50	Tls. 300
Straits Insurance Co., Ld.........	30,000	$ 100	$ 20	$20
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$95, buyers, ex div.
Yangtsze Insurance Association, Ld.	8,000	$ 100	all	Tls. 88½
FIRE INSURANCES.				
China Fire Insurance Co., Ld......	20,000	$ 100	$ 20	$89
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$340
Straits Fire Insurance Co., Ld......	20,000	$ 100	$ 20	$18, buyers
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 1[illegible]	$ 2	$9
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	77 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.....	3,500	$ 50	all	$125
Douglas Steamship Co., Limited ...	20,000	$ 50	all	$46
H., C. and M. Steamboat Co., Ld.	80,000	$ 20	all	$38½
Indo-China S. N. Company, Limit	60,000	£ 10	all	25 % dis.
Steam Launch Company, Limited...	2,000	$ 50	$ 30	par, buyers
REFINERIES.				
China Sugar Company, Limited....	[illegible]	$ 100	all	$173, sellers
Luzon Sugar Company, Limited....	[illegible]	$ 100	all	$111
WHARVES.				
HK. & Kow Wharf & Godown Co.	20,000	$ 50	all	$75
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited......	50,000	$ 100	$ 50	$91
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$18, sellers
Peak Building Company, ...	......	......	$ 7	$10
Richmond Terrace Building Co......	1,000	$ 100	all	$200
Shanghai Land Company, ...	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited..	12,500	$ 50	$ 4	$32
Trust and Loan Co. of China &c., Ld.	19,875	£ 10	£ 1.15	$19
	*1,250	£ 1	£ 1	£200
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	all	$115
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	all	$3
Punjom & Sunghie Dua Samantan Mining Co.	60,000	$ 10	all	$3½, sales
Selama Tin Mining Company, Limited.........	115000	$ 5	$ 2	$2.20
	25,000	$ 5	$ 5	$6
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$400
The Balmoral Gold M'ing Co., Ld.	16,000	$ 10	all	$12.
Imuris Mines, Limited	175000	£ 1	15/	$9½
PLANTING, ETC.				
China-Borneo Company, Limited....	7,500	$ 100	$ 50	$13, sellers
East Borneo Planting Co., Limited.	4,000	$ 50	$ 50	$19, sellers
Labuk Planting Company, Limited.	5,000	$ 50	$ 2[illegible]	nominal
Sougei Koyah Planting Co., Ld.....	5,000	$ 50	$ 40	$18, sales
H. G. Brown & Co., Limited...	6,000	$ 50	all	$55
The Lamag Planting Co., Limited...	6,000	$ 50	$ 35	$15
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited.........	4,000	$ 50	$ 50	33 % dis.
Hongkong Hotel Company, Ld.... 3,000 shs. issued	3,000	$ 100	all	$200
Peak Hotel & Trading Co., Limited	4,000	$ 5	$ 35	$20
Borneo Hotel and Stores Co., Ld....	1,000	$ 50	$ 3	$32
Shameen Hotel & Land Co., Ld. ...	5,000	$ 20	$ 10	$3, nom.
DISPENSARIES.				
A. S. Watson & Co., Limited.......	50,000	$ [illegible]	all	$22½
Cruickshank & Co., Limited.........	1,600	$ 5	all	$40, nom.
LIGHTING.				
HK. and China Gas Co., Limited.	5,1[illegible]	£ 10	all	$13[illegible], sellers
New Shares.........	1,[illegible]	£ 10	£ 7.10	
Hongkong Electric Co., Limited.....	30,000	$ 10	$ 6	$6, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$25
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$15, nom.
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited ...	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$25, nom.
Hongkong Bakery Company, Ld....	[illegible]	50	all	$30, nominal
Hongkong Dairy Farm Co.........	3,000	$ 10	all	$12, nom.
Hongkong Ice Company, Limited.	5,000	$ 25	all	$93
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$122
Marinburk Furniture Co., Ld.......	3,000	$ 25	$ 6	nominal

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese [illegible]	$1,594,700.14	$500	8 % p. annum	5 % prem., nominal.
[illegible] 1886	Tls. 767,290	Tls. 250	7 " "	14 % prem. "
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 " prem.	$501

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Alwine	3 h	Bendixen	Ger. str.	400	Oct. 23	Wieler & Co.	Hoihow, &c.	To-morrow
Ardgay	4 c	Cass.........	Brit. str.	1076	Oct. 2[illegible]	A. G. Morris		
Arratoon Apcar.........	[illegible]	Spence	Brit. str.	1587	Oct. 22	David Sassoon, Sons & Co.	Calcutta	28th inst.
China	3	Bertelsen	Ger. str.	1091	Oct. 19	Eduard Schellhass & Co.	Saigon	To-day
City of Rio de Janeiro	5 c	Ward	Amer. str.	3548	Oct. 18	P. M. S. S. Co.	San Francisco	25th inst.
Deuteros	3 h	Dence	Ger. str.	1197	Oct. 23	Ed. Schellhass & Co.	Saigon	
Diamante	5 c	Tayler.........	Brit. str.	514	Oct. 23	Russell & Co.	Amoy & Manila	25th inst.
Haiphong	5 c	Feraud	Fch. str.	874	Oct. 21	Messageries Maritimes	Haiphong	
Kiel.........	3 c	Kruitzfeldt	Ger. str.	851	Oct. 23	Geo. R. Stevens & Co.	Manila	To-day
Kong Beng	2 h	Jones	Brit. str.	862	Oct. 9	Yuen Fat Hong	Swatow & Bangkok	
Mount Hebron	9 c	Ellicott	Ger. str.	...	Aug. 19	Adamson, Bell & Co.		
Namoa	5 h	Pocock	Brit. str.	826	Oct. 2	Douglas Steamship Co.	Coast Ports	To-morrow
Nanshan.........	[illegible] h	Blackburn	Ger. str.	339	Oct. 20	Hop Hing Hong		
Oceana	5 c	Petersen.........	Ger. str.	1628	Oct. 22	Siemssen & Co.	Kobe & Yokohama	
Oxus	5 c	Demecroix	Fren. str.	1898	Oct. 22	Messageries Maritimes	Shanghai	To-day
Pemptos.........	5 c	Johannsen	Ger. str.	1541	Oct. 22	Jardine, Matheson & Co.	Singapore	To-day
Phra Chom Klao	2 h	Fowlers	Brit. str.	1012	Oct. 11	Yuen Fat Hong		
Picciola	3 c	Nissen.........	Ger. str.	875	Sept. 19	Melchers & Co.		
Pilot Fish		[illegible]	Brit. tug.	161	......	H. K. & W. Dock Co.		
Pollux.........	3 c	Hellmers	Ger. str.	893	Oct. 20	Melchers & Co.		
Polyhymnia	5 c	Behrens	Ger. str.	1053	Oct. 23	Siemssen & Co.	Hamburg	27th inst.
Riversdale	8 c	Mooney	Brit. str.	156[illegible]	Oct. 4	Mitsu Bishi		
Taicheong	3 c	Dulime	Ger. str.	822	Sept. 27	Meyer & Co.		
Thibet.........	2 h	Brown.........	Brit. str.	1676	Oct. 12	P. & O. S. N. Co.	Bombay, &c.	To-morrow
Tongshan	3 h	Young.........	Brit. str.	1111	Oct. 15	Kin Tye Lung		
Tritos	3 h	Iwersen	Ger. str.	1142	Oct. 16	Siemssen & Co.		
Venetia	2 h	Creery.........	Brit. str.	1086	Oct. 22	P. & O. S. N. Co.	Bombay, &c.	31st inst.
Sailing Vessels								
Adam W. Spies.........	3 c	Field	Amer. bqe.	1171	Oct. 14	Order		
Adolph	8 c	Westerguard ...	Ger. bqe.	867	Oct. 8	Captain		
Altair	3 k	Munro.........	Brit. bqe.	399	Sept. 27	Siemssen & Co.		
Annie Stafford	8 c	Robinson	Brit. bqe.	1297	July 21	Arnhold, Karberg & Co.		
Charon Wattana	3 c	La Cain	Siam. bqe.	650	Sept. 1	Captain		
Comet.........	8 c	Krippner	Ger. sh.	1183	Sept. 27	Order		
George Skolfield	8 c	Dunning.........	Amer. sh.	1276	July 11	Russell & Co.		
Jacob E. Redgway ...	8 c	Call	Amer. sh.	1720	Sept. 21	W. Hewett & Co.		
J. D. Bischoff	8 c	Meyer.........	Ger. sh.	1808	Aug. 7	Order		
Nicoya	5 c	Johnson	Brit. bqe.	594	Oct. 15	Captain		
Sara Mercedes	3 k	Munistega	Peruv. bqe.	245	July 4	Master		
Sintram	8 c	Woodside	Amer. sh.	1590	Aug. 20	Russell & Co.		
St. Julien	8 c	King	Brit. bqe.	1049	Oct. 17	Master		
Tarapaca.........	5 k	Kennett	Brit. bqe.	495	Sept. 11	Gibb, Livingston & Co.		
Thermopylæ	5 c	Wilson	Brit. sh.	948	Oct. 14	Russell & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Yokohama
Caroline	corvette	1400	14	1440	Captain Clutterbuck	Yokohama
Cordelia	cruiser 3rd class	2380	10	2420	Captain B. T. Grenfell	Manila
Esk	g-bt. 3rd class coast defence	363	3	340	———	In reserve
Firebrand	gun-boat 2nd class	455	4	[illegible]	Lieut.-Com. Denison	Yokohama
Hyacinth	cruiser	1420	8	1150	Captain Robt. W. Craigie	Yokohama
Imperieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander V. A. Tisdall	Chefoo
Mercury	cruiser	3730	13	7290	Chas. J. Balfour	Hongkong
Merlin	gunboat 2nd class	430	4	360	Lieut.-Com. G. H. Yonge	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Hongkong
Pigmy	gunboat	755	6	1200	Lieut. Com. Hewett	Nagasaki
Plover	gunboat	755	6	1200	Captain E. G. Rason	Yokohama
Porpoise	steel torpedo cruiser	1730	6	3500	Commander R. W. White	Singapore
Rambler	surveying vessel	830	3	190	Captain L. S. Dawson	On a cruise
Rattler	gunboat 1st class	715	6	1200	Captain J. G. Heugh	Hongkong
Redpole	gunboat	805	—	—	Captain F. Wm. Freeman	Hongkong
Severn	corvette	4050	12	5600	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel 2nd class	756	6	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 25	———	95	—	—	———	In reserve
Torpedo Boat No. 36	———	95	—	—	———	In reserve
Tweed	g-bt. 3rd class coast defence	363	3	340	———	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Clifford	Hongkong
Wivern	coast defenceship, armoured	2750	4	1450	———	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian armored cruiser	6000	18	7000	Captain Alexeyeff	Japan
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Fedotoff	Japan
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alliance	U. S. gunboat	615	—	—	Captain H. C. Taylor	Yokohama
Aragon	Spanish cruiser	1008	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Journet	Shanghai
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Saigon
Djiggit	Russian cruiser	1200	—	—	Commander Nikonoff	Singapore
Hiei	Japanese cruiser	2284	—	—	Captain Tonaka	Hongkong
Iltis	German gunboat	489	—	—	Captain Ascher	Yokohama
Kongo	Japanese cruiser	2284	—	—	Capt. Hidaka	Hongkong
Lutin	French gunboat	485	4	425	Captain Neny	Touron
Mandjoor	Russian gun-vessel	1100	9	1200	Captain Tchuknin	———
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Kobe
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. M. L. Johnson	Shanghai
Omaha	U. S. corvette	2400	12	1150	Capt. Cromwell	Yokohama
Palos	U. S. gunboat	420	6	508	Lieut.-Com. Craig	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	Tonkin
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Macao
Saudre	French transport	—	—	—	———	Haiphong
Sivoutch	Russian cruiser	900	1	1000	Commander Kasherininoff	Shanghai
Sophie	German cruiser	2100	—	—	Captain Herbing	Singapore
Swatara	corvette	—	—	—	Commander John McGowan	Kobe
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Triomphante	French cruiser	4500	—	—	Capt. De la Noe	Yokohama
Villars	French cruiser	—	—	—	Captain Mayet	Yokohama
Vipere	French gunboat	480	4	425	Commander Goudot	On a cruise
Wolf	German gunboat	48[illegible]	5	[illegible]	Captain Credner	Yokohama

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